



OFFICE OF THE CITY ADMINISTRATOR

Naomi Kelly, City Administrator

**Lifelines Council
MEETING MINUTES
June 11, 2020
WEBEX Virtual Meeting
12:30PM-2:00PM**

Meeting #32

Co-Chairs

Naomi Kelly, City Administrator, City and County of San Francisco
Chris Barkley, AECOM, Private Sector Co-Chair

Represented Agencies

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| AECOM | San Francisco Office of Resilience & Capital Plng |
| ABAG/MTC | San Francisco Dept. of Emergency Management |
| Caltrans | San Francisco Dept. of Environment |
| California Resiliency Alliance | San Francisco Dept. of Technology |
| Comcast | San Francisco International Airport |
| PEER | San Francisco Municipal Transport Agency |
| NERT | San Francisco Mayor's Office |
| Wells Fargo | San Francisco Fire Department |
| Port of San Francisco | San Francisco Public Utilities Commission |
| Department of Homeland Security | San Francisco Department of Public Works |
| | San Francisco City Administrator's Office |

1. CALL TO ORDER

Chris Barkley (Co-Chair), called the meeting to order at 12:35pm. He facilitated introduction of all the participants and addressed Naomi Kelly was unavailable with Deputy Jennifer Johnston taking her place.

Chief Resilience Officer, Brian Strong thanked everyone for attending the meeting. He also thanked Danielle Mieler for her tremendous effort in formalizing this committee which has made a huge difference with the Lifelines Restoration Performance Project, setting the stage for other regions and municipalities around the country and all around the world. This effort will tell us where we can make improvements, lessons we can learn from COVID, making us much better prepared for when an earthquake will hit.

2. INTRODUCTIONS AND AGENDA REVIEW

Chris Barkley discussed agenda topics, and encouraged a round table discussion to discuss the COVID-19 impacts on Lifelines systems.

3. IMPROVING LIFELINE RESTORATION PERFORMANCE

Danielle Mieler presented the release of the final Draft Lifelines Restoration Performance Project report for council review and comments. The findings discussed how would we like lifelines to perform in an earthquake, how would lifelines perform in an earthquake today and how we can close the gap. Comments are also available for input at <https://tinyurl.com/ycqwprzk> before July 1.

Brian commented that during this COVID pandemic, much has been learned about being able to work remotely. As people have lessons learned, we would like to incorporate those comments into the report and some other opportunities with operating our systems remotely.

4. COVID-19 SUPPLY CHAIN DISRUPTIONS AND WILDFIRE OUTLOOK

Monika Stoeffl presented an overview of the supply chain issues resulting from COVID-19 and the summer wildfire outlook.

Chris Barkley asked, in regards to the wildfire outlook, at what point does this start translating to more specific predictions of potential shutdowns? Monika replied that wind is a key factor. If there is dry fuel, high temperatures and other factors that may start a fire, but without wind, a PSPS will not be issued because the risk of spreading isn't present. A PSPS will most likely happen in the September, October and November months since the North Bay gets the Diablo Winds.

5. COVID-19 IMPACTS ON LIFELINES SYSTEMS

Danielle Mieler discussed the top challenges in maintaining operations, supply chain disruptions, and new opportunities and adaptations impacts of COVID-19.

Sean Nozzari with Caltrans shared his screen and spoke about chart average weekday/weekend hours of delay on bay area roads from last year. With COVID-19, delays were eliminated by 85-90%, 75-85% to date compared to last year. Vehicle miles of travel dropped off initially in mid-march, growing at a much slower rate than expected, but is steadily climbing. The amount of driving has not changed too much, with a lot of travel still taking place since there isn't much usage with transit and BART. As far as bridges, the greatest reduction is from the southern bridges, Dumbarton and San Mateo Hayward, about 48% reduction. Traffic volumes are building back up, with congestion starting in the morning at the Bay Bridge, with metering lights turned back on. An increase is expected as SIP starts lifting.

Brian Strong asked, is part of the reduction of traffic in any relation to the types of business that are able to work remotely? Sean replied that many companies are allowing their employees to telecommute, at least until the end of the year, resulting in less traffic. However, with BART not being used as frequently, many longer trips that are more than 10-15 miles are taking place resulting in an increase of the number of cars.

Chris Barkley commented that within the private sector, employers have a significant population, around 30% that can work remotely on a regular basis, which leaves a large amount of the population that cannot work remotely. A similar movement can be seen into remote operations after an event, such as an earthquake, that we probably wouldn't have envisioned 6 months ago.

Lee-Ann Peling from Comcast, discussed the challenge of the question, who is an essential worker? She said consistency across the board with determining how everyone is categorized as an essential worker and ensuring that information is appropriately communicated to departments is necessary. Overall, the network performed phenomenally well, with the exception of a few areas.

Brian Strong asked since the pandemic, and highlighting the importance and criticalness of being able to work online, how is the capacity going with AT&T or other service providers? Lee-Ann Peling answered that the issue with capacity is that certain nodes are somewhat overloaded. Some households were being served by too many nodes, but systems are successfully monitoring to see where the capacity constraints are.

Larry Mares commented that airports, the gateway to the pandemics, remain the focal point at this time. With COVID first entering from Asia, and into New York from Europe, it has been a battleground. With social distancing, the culture of travel needs to be reinvented, such as changing ticket counters, queuing and the very nature of traveling. Passenger volumes are not expected to go back to normal for 2-3 years. Also, working with airline partners among other protocols need to be addressed.

Danielle Mieler asked the Airport sector, if there has been a shift in how cargo is transported by air as a result of COVID. Larry Mares replied that there were huge disruptions in cargo operations and mail but slowly, airlines figured out how to operate as cargo operators, not necessarily as passenger operators. Normally moving fruits and vegetables, they started carrying emergency shipments of PPE only, which eventually became very expensive to move other items.

Chris Barkley asked if there is an analogous circumstance if there was damage to runways or the tower during an earthquake. Larry Mares answered that SFO is in a very high liquefaction area and not expected to fare well in a significant earthquake. One of the biggest fears, if an intersecting area of the runway is damaged, there would be zero air traffic coming into SFO. A Hayward slip would be more catastrophic because of the exposure to fuel line supply.

6. OPEN DISCUSSION AND ANNOUNCEMENTS

Next meeting date is September 10, 2020 from 1-2:30pm.

7. NEXT MEETING

The meeting was adjourned at 2:00pm.

8. ADJOURN

List of Attendees

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| Danielle Mieler | Office of Resilience and Capital Planning |
| Brian Strong | Office of Resilience and Capital Planning |
| Chris Barkley | AECOM |
| Laurie Johnson | PEER |
| Rachael Hartofelis | MTC-ABAG |

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| Larry Mares | San Francisco International Airport |
| Emma Maack | San Francisco Public Utilities Commission |
| Jennifer Johnston | San Francisco City Administrator's Office |
| Monika Stoeffl | California Resiliency Alliance |
| Dawn Dewitt | San Francisco Fire Department |
| Chuck Kirkham | Wells Fargo |
| Dina El-Tawansy | Caltrans |
| Heather Peterson | AT&T |
| Lee-Ann Peling | Comcast |
| Linda Gerull | Department of Technology |
| Laurie Johnson | UC Berkeley/PEER |
| Rod Iwashita | SF Port |
| Margaret Johnson | Department of Environment |
| Sean Nozzari | Caltrans |
| Shelley Carroll | NERT |
| Scarlett Lam | SFMTA |
| Susan Suskind | Department of Public Works |
| Chris Jones | GGBHTD |
| Mike Cochrane | San Francisco Fire Department |
| Joe Camicia | Extenet Systems |
| Greg Norby | SFPUC |
| Rachael Hartofelis | MTC |
| Edgar Castro | Homeland Security |
| Larry Mares | San Francisco International Airport |
| Jack Macy | Department of Environment |
| Sarah Minick | San Francisco Public Utilities Commission |